

CLASSIFIED MESSAGE

DATE 2310Z 18 MAY 62

~~SECRET~~

ROUTING

1	4
2	5
3	6

TO : DIRECTOR

FROM :

ACTION: DPD (1-2-3-4-5-6-7-8-9-10)

INFO : S/C (11)

DCD

TOR 0023Z 19 MAY 62

EO 12958 3.3(b) (1) >25Yrs
(N)

OPERATIONAL IMMEDIATE

ZELAC

OPERATIONAL IMMEDIATE

IN 37127

TO OPIM

INFO

DATE

 3393

O XCART

RJD
FILE

ATTN: MESSRS KIEFER, BEERLI AND PARANGOSKY

FROM:

1. ONE FLIGHT MADE THIS MORNING, ENDURANCE 1 HOUR AND 22 MINUTES. THE OBJECTIVE WAS TO REACH HIGHER SPEEDS AND MAKE THE USUAL STABILITY AND FLUTTER CHECKS AT THESE SPEEDS. AIRCRAFT REACHED MACH 1.1 TO 1.3 IN CLIMB AND AFTER LEVELING OUT AT 41,000 FEET REACHED MACH 1.41. THEY HAVE NOW REACHED THE MAXIMUM SPEED FOR THIS ALTITUDE OF 400 KNOTS EAS AND 465 KNOTS IAS. SPEED POWER POINTS WERE TAKEN BOTH SUPERSONIC AND SUBSONIC. THE TERTIARY NACELLE DOORS WERE CLOSED FOR THE FIRST TIME WHICH REDUCED DRAG AND PERMITED THE HIGHER SPEED TO BE ATTAINED. DURING MANUEVER 1.5 G WAS REACHED AT 350 KNOTS. THE TAKE OFF WAS MADE AT 85,450 LBS WITH A C.G. POSITION OF 20.2 PERCENT.

2. A SECOND FLIGHT WAS SCHEDULED BUT DURING THE POST FLIGHT INSPECTION IT WAS FOUND THAT THE THIN SKIN AT THE TRAILING

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EDGE OF BOTH VERTICAL FINS WAS CRACKING AND PULLING AWAY FROM THE FIRST 3 ROWS OF RIVETS OVER APPROXIMATELY 30 PERCENT OF THE SPAN. THIS WILL NECESSITATE A SMALL REDESIGN AND MODIFICATION. THE FINS HAVE BEEN SHIPPED TO LAC FOR REPAIR THIS WEEKEND AND THE NEXT FLIGHT IS SCHEDULED FOR TUESDAY 22 MAY. KELLY SAYS THAT THEY WILL START TO MOVE UP IN ALTITUDE IN ORDER TO INCREASE TRUE SPEED NEXT WEEK.

3. LAC WILL SHUT DOWN FLIGHT OPERATIONS THURSDAY 24 MAY FOR APPROXIMATELY 14 DAYS FOR RESEALING OF TANKS 1 AND 5. THE RUNWAY SHOULDERS WILL BE SLURRED AT THIS TIME.

4. THERE WERE FOUR UNIDENTIFIED AIRCRAFT IN THE FLIGHT TEST AREA TODAY. HOWEVER, WE DO NOT FEEL THAT ANY OF THEM WERE NEAR ENOUGH TO COMPROMISE SECURITY. THEY WERE APPARENTLY ALL TRANSIENTS NONE FROM [] .

5. MR FRED PAYNE OF DOD AND Houser Wilson visited [] today. Mr Payne brought up the question of contrails as did General Thomas Power last week. He further suggested the possibility of a study and test program on this problem under direction of Dr Dale Corson, Dean of Engineering, Cornell University, utilizing the Tullahoma facilities. All of this under the guise and funding of the B-70 program. Mr Payne said that he will discuss this and a security matter with Dr Scoville and Mr Kiefer one day next week.

6. [] CALLED TO STATE THAT B-66 MAINTENANCE AND SPARES PROBLEMS HAVE BEEN PLAGUING THE DROP PROGRAM.

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HOWEVER, 7 SUCCESSFUL DROPS WERE MADE WITH THE NEW 78 INCH FIRST STAGE CHUTE LAST WEEK AND AS A RESULT HE HAS DECIDED TO GO "LIVE" NEXT WEEK. THEY HAVE NOW FOUND A HOLE IN THE VERTICAL STABILIZER OF THE B-66 WHICH MAY DELAY THINGS FURTHER FOR A FEW DAYS BUT WE ARE SENDING THE JUMPER, [] DOWN TO BE READY TO GO MONDAY. THE FIRST JUMPS WILL BE MADE AT 25,000 FEET OPENING FOR THE FIRST STAGE AND 16,000 FEET OPENING FOR THE MAIN CHUTE. [] HAS VISITED LAC TO DISCUSS THE PROBLEMS OF INTERFERENCE BETWEEN THE PARACHUTE PACK AND THE PRESSURE SUIT. HE STATES THAT WITH A FEW MINOR MODIFICATIONS THE PROBLEM WILL BE ELIMINATED.

7. WE DISCUSSED THE ACQUISITION OF SUPPORT AIRCRAFT SPARES PROBLEM WITH HOUSER WILSON WHO FEELS THAT WE HAVE NOT BEEN USING THE AUTHORIZED "RED LINE" PRIORITY ON OUR REQUESTS. HE WILL BE OVER TO HEADQUARTERS TO DISCUSS THIS. WE FURTHER GOT INTO THE FUEL FILTER PROBLEM AGAIN WITH NO RESOLUTION. WE NEED SOMEONE IN THE ACT WHO KNOWS MORE ABOUT FUEL FILTERING AND PUMPING THAN ANYONE DOES [] BEFORE WE CAN RESOLVE THIS ONE. (SEE MY WIRE 15 MAY).

8. ANY REF TO THIS MESSAGE SHOULD BE "EYES ONLY" []

-END OF MSG-

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